Horizons in Transportation

Long Range Capital Improvement Process (LRCIP)

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Our mission.
Your mobility.

Table of Contents

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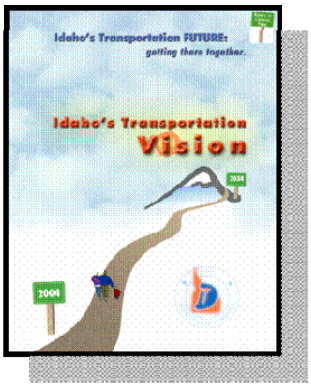
Horizons in Transportation

The Long Range Capital Improvement and Preservation (LRCIP) Process

BACKGROUND

The Idaho Transportation Department (ITD or department) is constantly seeking processes that help to efficiently preserve and develop our statewide transportation systems assets. To facilitate and help integrate these processes, ITD uses a Long Range Capital Improvement Process (LRCIP) called "Horizons in Transportation" where proposed highway projects and other recommended improvements are assessed prior to being placed in the Capital Improvement Program (CIP). The LRCIP compliments and provides the transition between the shorter five year project development and implementation years of the Statewide Transportation Improvement Program (STIP) or CIP and the longer 2034 Idaho Transportation Plan. The terms LRCIP and "Horizons in Transportation" will be used interchangeably throughout this document.

Idaho's Transportation Vision (Vision) directs ITD to follow the principles listed below as we develop and preserve Idaho's transportation system:



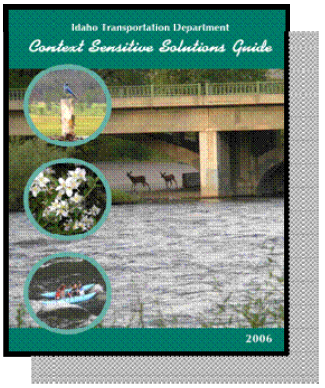
- ***Meet the Mobility Need*** addresses the issue of effectiveness of the transportation system from both a financial and user perspective. The financial perspective speaks to affordability and focus. This is especially compelling as ITD's fiscal resources to construct projects are limited because revenue resources are not keeping pace with transportation needs for operation, maintenance and capital improvements.

- ***Compatibility with the Environment*** affirms that Idaho has a history that is strongly associated with its natural resources. The theme of respect and value for our natural environment continues today and into the future.

- ***Preservation of Community Assets*** affirms that each community is responsible for defining itself and what constitutes success for its transportation system. Idaho's existing transportation infrastructure is a unique asset that will require continued operation, maintenance, and modification to serve future system needs. Modification and/or expansion to address system needs must be done within the scale and context of the community and within the available revenue so as to maintain the asset value.

- ***Flexibility and Responsiveness*** recognizes that many new needs, ideas, opportunities, and realities will arise in the next 30 years. Constant and committed efforts must be taken toward Idaho's vision of a fully balanced transportation system. This means that the Vision must be open to options, opportunities, and community input as time passes.

The Vision was instrumental in the department's move to embrace "Context Sensitive Solutions" (CSS) as the way ITD will plan for and develop projects. CSS is addressed in Idaho Transportation Board Policy B-13-03, on Environmental Stewardship. Its principles can be summarized as follows:



- To define the purpose and need of programs and projects by considering the safety and mobility needs, ensuring financial feasibility and sustainability, ensuring environmental stewardship while addressing all modes of travel.

- To utilize a collaborative public involvement process involving citizens and affected agencies early and continuously throughout the process.

- To consider the total context of design and plans, projects and programs with nature by using interdisciplinary teams tailored to project needs, applying the flexibility inherent in design standards and incorporating aesthetics as an integral part of good design.

Additionally, the department is using the concept of "Practical Design" to enhance our ability to deliver projects efficiently and effectively. Innovation, creativity, and flexibility are necessary for us to accomplish our growing transportation challenges. At ITD, Practical Design follows these guidelines:

- Safety will not be compromised. Every project completed will make the facility safer after its completion.

- ITD will collaborate with its stakeholders on the solution.

- The design speed will be the posted speed, or as appropriate for the context and intent of the project.

To accomplish Practical Design, ITD plans to properly define the scope by focusing on achieving the project purpose and need, while considering the surroundings of each project. ITD will be sensitive to the location of the project, and implement standards that are appropriate to the context of the surroundings. A goal of practical design is to get the best value for the least cost while considering the life cycle costs of the project.

The STIP outlines the department's transportation revenue and expenditures for preservation and capital improvement projects. It contains projects impacting highways, public transportation, aeronautics, bicycle and pedestrian facilities, and safety. These projects will both maintain and improve a wide variety of transportation choices in all areas of the state. It also includes the projects found in Idaho's five Metropolitan Planning Organization's Transportation Improvement Programs. As the state's transportation department, ITD's first priority will always be to operate, preserve and reconstruct our existing system. Only when these important goals are met, will we fund the expansion of our transportation system. We call this OPRE (operate, preserve, reconstruct and expand).

ITD displays our state program of projects by the performance management areas of "preservation" and "improvement." This allows ITD to better allocate funds between these vitally important areas. What follows is a brief description of those programs. The LRCIP primarily addresses the need for a systematic process to add improvement projects to the STIP. There is a well established process for assessing the need for pavement and bridge rehabilitation and safety projects in the STIP. Generally

these projects will be added to the STIP when the roadway or bridge indicates a need for rehabilitation and when safety needs are identified. These projects may or may not go through the more formal LRCIP process. There are annual funding set-asides in the budget to address the more routine issues.

Preservation Programs

- **Pavement Preservation** is one of the state's most important activities. ITD is committed to increasing pavement quality to no less than 82% of the pavement annually being rated as in good or fair condition. The Idaho Transportation Board has committed to using more of our revenue on preservation. To meet this goal and reverse an increasing trend in deficient pavement, the Idaho Transportation Board has increased its investment from approximately $55 to $85 million annually.

- **Bridge Preservation** directs approximately $4.5 million annually to projects that provide for bridge deck rehabilitation and bridge repair.

- **System Support** directs funding to statewide activities needed to support the Preservation Program. It helps ensure that no part of the transportation system becomes defective or in disrepair due to lack of information.

Improvement Programs

- **Bridge** directs an annual investment of approximately $17 million to the replacement or structural rehabilitation of state highway system bridges identified by ITD to be structurally deficient or weight, height or width restricted.

- **Systems Planning** directs investment into corridor plans, highway development planning, long-range transportation plans, and transportation system analysis.

- **Rest Area** directs an annual investment of approximately $5 million which may be flexibly applied to assure delivery of scheduled rehabilitation and reconstruction of existing rest areas. This also includes the construction of new rest areas using private partnerships (where these may be appropriate).

- **Safety** directs investments to safety initiatives, such as sign upgrades; durable pavement markings; rumble strips; intelligent transportation systems; road weather information systems; work zone and driver behavior safety; safe routes to school; shoulder widening; guardrail and rail safety to name a few of the safety initiatives.

- **Transportation Enhancement** is a statewide competitive program that invests approximately $5.5 million annually under Idaho Transportation Board policy for projects that address bicycle and pedestrian, historic and scenic and environmental needs.

- **Congestion Mitigation and Air Quality Improvement (CMAQ)** is a statewide competitive program that invests between $2-4 million annually on transportation projects that are beneficial to air quality and transportation.

- **Restoration** invests in projects that reconstruct the useful life of existing roadways.

- **Expansion** provides projects that expand transportation facilities to better serve our customers.

- **Connecting Idaho-GARVEE** (Grant Anticipated Revenue Vehicle) invests through the use of bonds in projects approved through the Idaho Legislature.

- **Demonstration (ISTEA) or High Priority (TEA-21 or SAFETEA-LU)** are funds designated by the U.S. Congress for specific improvements under a designated highway act. These funds are not flexible and must be used for their legislated purpose.

"Horizons in Transportation" is a program and process that brings projects into the STIP that support the Transportation Vision principles and have a financial plan that allows for their construction within the five-year STIP. It is intended to provide a clear method to document and depict our transportation investments in the future. Its focus is expansion needs on our state system.

HORIZONS

The LCRIP is the long range planning process for the identification and development of STIP expansion projects. It is organized into three "Horizons." Each horizon is associated with a period of time and the activities appropriate to that horizon. For instance, the **Near-horizon**, constitutes planning years 6 through 10; the **Mid-horizon** considers planning years 11 through 15; and the **Far-horizon** comprises planning years 16 and beyond.

Each of the "Horizons" represents a planning phase from which long term financial plans, investment levels and goals can be established for future projects. It is important to note that specific projects will not generally be identified in the planning Horizons. Instead, corridor plans, studies, need and feasibility assessments, and visioning processes for large transportation system needs may be called out. From this planning process and determination of project feasibility, specific projects will be approved by the Idaho Transportation Board to enter the STIP/CIP with construction or implementation scheduled to take place in the next five years.

The planning Horizons may also indicate the time frame when the improvement in question will be needed for maximum operation of the transportation system. Planning is essential to the success of the Horizons, but it should not be viewed as a simple linear progression. To say that all needs should originally be determined in the far horizon is too simplistic. Certainly, infrastructure needs change, prices increase, technology evolves, and tax laws are modified. The LRCIP provides for the flexibility to meet these changing dynamics. The chart below provides a graphic of the process.

Horizons in Transportation

Idaho's Long Range Capital Improvement Plan (LRCIP)

Planning Phase	STIP (Statewide Transportation Improvement Program)	NEAR HORIZON	MID HORIZON	FAR HORIZON
Timeline	Years 1-5	Years 6-10	Years 11-15	Years 16 & Beyond
	← Planning is key to the Horizons and is an interactive process. Movement through the planning phases is not always linear. →			
Purpose	STIP is developed through a coordinated, cooperative and comprehensive process.	The "horizons" represents a planning phase from which mid and longer-term financial plans, investment levels and goals can be established for future projects.		
	The STIP provides for a fiscally sound 5-year capital improvement project delivery plan for Idaho's transportation program	There is no project funding and fiscal year commitment in any of the Horizons.		
		Projects in the near-term are undergoing feasibility studies for future placement in the STIP.	"Horizons in Transportation" characterizes the mid and longer-range transportation planning process for the identification and development of STIP projects.	
Ongoing Activities	PUBLIC INVOLVEMENT			
Actions	Establish final funding stabilization	Projected fiscal resources are analyzed and projected for each year of the STIP and for future program years.	Research, analysis, discussion and agreement of the program investment levels required to accomplish current and future performance goals for this time frame.	Update Transportation Vision
	Design and right-of-way is limited to funded construction commitments	Begin corridor management practices or right-of-way preservation	Begin corridor management practices or right-of-way preservation	Corridor planning, long-range transportation plans (state and MPO), modal plans, future acquisitions are used to develop future projects in this horizon
	State projects displayed by performance management areas of "preservation" and "improvement", bridge, safety, etc.	ITD annually assesses the performance and needs of systems. These are shorter term views of our systems performance.	Fiscal or legislative planning can occur that might be anticipated to help reduce any gap between anticipated revenues and needs.	Corridor and mode specific plans take a long view of the system assessing needs and possible improvements over a longer time frame
	Perform final environmental clearance	Perform early environmental project planning	Perform environmental scans to assess potential issues	
	Conduct project preliminary engineering and finalize right-of-way investment	Conduct Feasibility Studies on projects within the near-term	Prioritization or strategic construction of mega-projects for which realistic financial plans have not yet been identified that would allow for further development and construction.	Identify mega-projects
Types of Products Used for Determination	Final funding stabilization, match availability and program investment levels	Assessment of future funding priorities and program investment levels	Financial plans and funding methods	Transportation Vision and updates
	Strategic Plan and identified performance measurements	Performance Goals and Performance Management Determinations	Modal Needs Studies	Long-range transportation plans (state and MPO)
	Preliminary Engineering	Project feasibility and Feasibility Studies	Corridor Plans and preservation	Major modal expansion
	Right-of-way acquisition	System inspections and maintenance determinations	Mega-Projects and major expansion	Corridor plans
	Final environmental clearance	Early Environmental project planning	Environmental Scans	Modal Plans
Results	Out of this planning process and determination of project feasibility, specific projects will be approved by the Idaho Transportation Board to enter the STIP with construction or implementation scheduled to take place during the 5-year STIP			

The LRCIP planning process and any funding devoted to this activity is displayed in the STIP as a specific program category called "Feasibility and Early Environmental." This program provides funding for feasibility studies, generally in the first year of the STIP. These funds are used to assess the ability to bring an improvement into a future STIP as a project. Final design and right-of-way costs on specific projects will only be programmed on projects with an approved feasibility study indicating a realistic financial plan for development. Also in the "Systems Planning Program" of the STIP are projects that will contain studies directed toward locations or corridors, transportation modes or systems integration. Generally the work in these projects supports mid- and long-term transportation system analysis.

Future projects will be prioritized based on anticipated revenues and careful consideration of the transportation infrastructure that needs to be modified, repaired, or replaced. These decisions are based on department plans which consider public input, identified road and bridge lifecycles, and the requirement for growth and future expansion of the transportation system and its intermodal connections.

As part of an ongoing public awareness campaign, ITD will continue to work to educate and inform citizens regarding options that meet their transportation related objectives through the planning process. The LRCIP creates objective driven planning procedures that result in a predictable process for project implementation. As a business process it:

- Encourages the development of performance management tools.
- Provides a tool to apply "practical design" concepts to the initial phase of project development.
- Fosters informed decisions in funding capital projects, using current data and future forecasts about the status of our assets.
- Optimizes the business values of asset investments while engineering and technical needs become constraints.
- Optimizes utilization of existing assets as part of the capital planning process.
- Quantifies risks as part of the decision making process.
- Accounts for the lifecycle cost impact of asset decisions.
- Rationalizes budget decisions within ITD.

"Horizons in Transportation" helps clarify the Department's capacity for project delivery by:

1) Requiring a feasibility and financial plan analysis for all requested project proposals to remain in the Horizons. Project proposals without approved feasibility and financial plans will be returned to the sponsor along with the completed feasibility document.

2) Requiring an approved updated feasibility and financial plan for projects already in the Horizons before they can be added to the STIP for delivery.

3) Requiring an updated feasibility and financial plan for projects whose final design concept in the STIP significantly deviates from the previously approved feasibility, scope and financial plan proposed when the project was placed in the STIP. An inadequate financial plan may result in the project being returned to the Horizons until a realistic financial plan can be identified.

4) Removing Horizon project proposals from the STIP and limiting funding for them in the STIP to feasibility studies or early environmental planning in the case of long term developmental requirement such as a full environmental impact statement.

The graphic on the following page tracks the flow of activities and decision points as transportation issues and needs are identified through the LRCIP process and determinations are made about how to address the need through project placement in the five-year STIP.

HORIZONS IN TRANSPORTATION

ITD's Long Range Capital Improvement Process (LRCIP)

The Long Range Capital Improvement Process (LRCIP) is for expansion and high-cost or mega projects. It is not intended for pavement, bridge preservation, restoration/reconstruction or other smaller projects with identifiable revenue sources and performance measures.

PROJECT or NEED IDENTIFICATION

- Idaho Transportation Plans and Studies
- Local Transportation Plans
- Local Needs
- Corridor Plans
- Identified Needs

Feasibility Study

- Project Purpose & Need
- Environmental Scan
- Financial Plan

YES

NO

Return Project Request

Project Placement In appropriate Horizon

Feasibility studies may be funded in the STIP

HORIZONS IN TRANSPORTATION (LRCIP)

FAR-HORIZONS (16-20 Years)

- Long-Range Transportation Plans
- Future Transportation Vision
- Major Modal Expansion
- Corridor Plans

MID HORIZONS (11-15 Years)

- Program Investment Levels
- Modal Needs Studies
- Corridor Preservation
- Mega-Projects

NEAR HORIZONS (6-10 Years)

- Performance Goals
- Program Investment Levels
- Project Feasibility
- Project Planning & Environmental
- Fiscally Constrained

Projects with approved feasibility studies in the Horizons are funded in the STIP to get ready to enter STIP YEAR 5 (early environmental and concept).

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

STIP YEAR 5
Environmental & Final Concept

STIP YEAR 4
Preliminary Design

STIP YEAR 3
Final Design

STIP YEAR 2
Right-of-Way Acquisition

STIP YEAR 1
Contracts & Construction

Project Construction

2/26/08

NEAR-HORIZON

Types of Products

- *Performance Goals and Performance Management Determinations*
- *Program Investment Levels*
- *Project Feasibility*
- *Early Environmental Project Planning*
- *System Inspections and Maintenance Determination*

General Discussion

The **Near-horizon** is six to ten years out from the current STIP. Projected fiscal resources are analyzed and projected for each year of the STIP and for future program years. Yearly the Idaho Transportation Department assesses the performance and needs of our systems. These are generally shorter term views of our system's performance. Activities, reports and studies that are currently used to accomplish this are:

- Bridge Inspections and Condition Status Reports
- High Accident Location Assessments
  1. Highways
  2. Intersections
  3. Rail Crossings
- Congestion Locations
  1. Urban Sections
  2. Rural Sections
- Guardrail and Blunt End Needs Assessment
- Deficient Pavement Reports
  1. Highways
  2. Airports
- Rest Area Improvement Needs Report

These activities provide valuable information about the performance of our various transportation systems and point the way to project development and prioritization in our preservation, restoration, reconstruction and improvement Programs.

The Idaho Transportation Board has established certain system condition goals. Funding may be set aside or reserved in the STIP to address these issues annually. For these projects, placement into the STIP will be based on condition assessment. There will be a more routine objective based flow of projects into the STIP. Expansion projects that modify or add lanes to the existing system or develop new routes and alignments will need to be addressed separately in the LRCIP.

Feasibility Process – Study and Determination

The Feasibility Study, (see Appendix A) ITD form 0280 "Feasibility Study," will be used to help determine if a expansion project can be brought into the STIP for construction. The study includes the purpose and need as compared with the strategic performance goals and alternative project scopes; context sensitive solutions goals; complexity and cost; potential social and environmental impacts and/or mitigations; public involvement plan; information on where the improvement came from (corridor plan, legislative mandate or system need determination); and a financial plan to fund the improvement. Non-feasible improvements may be abandoned or moved into later Horizons until circumstances justify another feasibility analysis.

During updates of the STIP, completed feasibility studies will be reviewed by ITD management and a determination made if they can be incorporated into the STIP or a STIP update within the next several years. For more complex projects, or to determine project placement among competing priority improvements or preservation programs, the Idaho Transportation Board will review and prioritize project placement in the STIP. Improvements determined to be feasible for funding in a future STIP may stay in the near-horizon and proceed with concept development and early environmental planning until it is clear that an environmental document can be obtained within two years of entering the STIP and project can be bid for construction within the five year STIP.

In the FY 2008 STIP the following horizon projects moved from the LRCIP to the STIP:

District	Year	Key No	Route	Location	Proposed Improvement
4	2012	7028	US 20	GANNETT RD TO SILVER CR BR, BLAINE CO	MAJOR WIDENING
5	2012	09549	US 89	UTAH LINE TO MONTPEILIER*	PAVEMENT REHABILITATION
5	2012	10583	I 15	MCCAMMON IC BR, BANNOCK CO*	BRIDGE REHABILITATION
6	2012	9558	I 15	PANCHERI DR UPASS NR IF	BRIDGE REPLACEMENT

*Placement due to savings as a result of practical design initiative.

Additionally, almost 60 pavement, 90 safety and eight (8) bridge preservation projects were added to the FY 2008 STIP as a result of the analysis of the preservation and safety needs of our highway and bridge facilities.

Near-horizon Improvements

Following are locations that will be addressed in the LRCIP as near-horizon locations until completion of a feasibility study and determination that the project can be placed in a near term future STIP or more realistic placement in mid- or far-horizons.

Near-horizon Improvements
Estimated Cost to Develop and Construct is Greater than $40 Million

District	Key No	Route	Location	Proposed Improvement
1	08065	US 95	WYOMING AVE TO OHIO MATCH RD, HAYDEN	MAJOR WIDENING

Near-horizon Improvements
Estimated Cost to Develop and Construct is $20 - $40 Million

District	Key No	Route	Location	Proposed Improvement
1	01222	US 2	DOVER BR, BONNER CO	BRIDGE REPLACEMENT
1	01509	US 95	SANDPOINT TO KOOTENAI CUTOFF	MAJOR WIDENING
2	07823	US 95	CULDESAC CANYON, LEWIS & NEZ PERCE CO	TRUCK CLIMBING LANES

Near-horizon Improvements
Estimated Cost to Develop and Construct is $20 - $40 Million (continued)

District	Key No	Route	Location	Proposed Improvement
2	09173	US 95	THORNE CREEK RD TO MOSCOW, PH 2	RECONSTRUCTION/REALIGNMENT
5	10584	I 186	CHUBBUCK IC TO POCATELLO CR IC	MAJOR WIDENING
6	08454	US 20	THORNTON IC, MADISON CO	INTERCHANGE

Near-horizon Improvements
Estimated Cost to Develop and Construct is $5 - $10 Million

District	Key No	Route	Location	Proposed Improvement
3	08432	US 95	COUNCIL ALTERNATE ROUTE	RECONSTRUCTION / REALIGNMENT
4	11239	I 84	SNAKE RV TWIN BRIDGES, MINIDOKA CO	BRIDGE REPLACEMENT
4	09262	SH 75	SHOSHONE TO E 420 RD	RECONSTRUCTION / REALIGNMENT
4	07173	I 84	DECLO POE, CASSIA CO	PORT OF ENTRY
6	09389	SH 33	NEWDALE, EAST	RECONSTRUCTION / REALIGNMENT
6	06279	SH 75	E FK SALMON RV BR, CUSTER CO	BRIDGE REPLACEMENT

Near-horizon Improvements
Estimated Cost to Develop and Construct is $1.5 - $5 million

District	Key No	Route	Location	Proposed Improvement
1	09452	SH 200	TRESTLE CR BR ROADWORK	BRIDGE APPROACHES
1	08926	US 95	NAPLES TURNBAY	SAFETY IMPROVEMENT
1	06607	SH 200	TRESTLE CR BR, BONNER CO	BRIDGE REPLACEMENT
4	09619	US 93	HOLLISTER RA CONSTRUCTION	REST AREA
4	09540	US 93	3400N PASSING LNS, TWIN FALLS CO	MAJOR WIDENING
6	09575	I 15	JCT SH 22 UPASS IC, DUBOIS	BRIDGE REPLACEMENT
6	09237	US 20	MADISON CO LN TO EB OFF RAMP	RECONSTRUCTION / REALIGNMENT
6	09843	US 93	MAIN ST S IMPROVEMENTS, SALMON	SAFETY/TRAFFIC OPERATIONS
6	09390	SH 31	PINE CR RD TO MP 7, BONNEVILE CO	RECONSTRUCTION / REALIGNMENT
6	09290	SH 33	SUGAR CITY DOWNTOWN IMPROVEMENTS	SAFETY/TRAFFIC OPERATIONS
6	08625	US 20	INT IMPROVEMENTS, ASHTON	SAFETY/TRAFFIC OPERATIONS
6	10599	SH 33	DRIGGS TO VICTOR	PAVEMENT REHABILITATION
6	09566	SH 33	SALEM RD TO EAST OF SUGAR CITY	PAVEMENT REHABILITATION
6	09915	US 93	MAIN ST IMPROVEMENTS EXT, MACKAY	SAFETY/TRAFFIC OPERATIONS

Near-horizon Improvements
Estimated Cost to Develop and Construct is under $1.5 million

District	Key No	Route	Location	Proposed Improvement
1	09333	US 95	SANDPOINT STREETS	PAVEMENT REHABILITATION
1	08394	I 90	7TH ST & 9TH ST BRS, CDA	BRIDGE REPLACEMENT
1	09777	US 95	SAND CR BR, BONNER CO	RESURFACE/RESTORE & REHABILITATE
1	09773	SH 41	BNSF RR OPASS, BONNER CO	BRIDGE REHABILITATION
2	9473	US 95	MCKINZIE BR, IDAHO CO	BRIDGE APPROACHES
2	10513	US 12	CROOKED RV BR, IDAHO CO	RESURFACE/RESTORE & REHABILITATE
3	7923	US 95	STUDY FOR FORT HALL HILL, ADAMS CO	RECONSTRUCTION / REALIGNMENT
4	7801	US 93	200 S RD TO JCT SH 25, JEROME CO	MAJOR WIDENING
6	3890	US 26	SWAN VALLEY SLIDE MONITORING	PLANS/STUDY
4	9360	US 30	PASSING LNS, TWIN FALLS CO	SLOW VEHICLE TURN OUTS
4	9856	US 30	SNAKE RV GRIDLEY BR, GOODING/TF CO	BRIDGE REHABILITATION
4	10561	OFFSYS	MINIDOKA TO ARCO PLANNING STUDY	PLAN/STUDY
6	9842	SH 28	MAIN ST IMPROVEMENTS, SALMON	SAFETY IMPROVEMENT
6	3980	US 26	SWAN VALLEY SLIDE MONITORING	PLAN/STUDY

MID-HORIZON

Types of Products

- *Program Investment Levels*
- *Modal Needs Studies*
- *Corridor Preservation*
- *Mega-Projects*
- *Financial Plans and Funding Methods*

General Discussion

The **Mid-horizon** is 11-15 years out from the current STIP. It is bracketed on either side by a planning horizon and improvements may flow into this horizon from the far-horizon. Just as likely improvements and concepts may be placed in the mid-horizon after undergoing a feasibility study in the near-horizon. In the next several years, current and future defined performance criteria will be used to help make these decisions.

Research, analysis, discussion and agreement of the program investment levels required to accomplish current and future performance goals for this time-frame are mid-horizon activities. Fiscal or legislative planning can occur that might be anticipated to help reduce any gap between anticipated revenues and needs. Work done by the "Forum on Transportation Investment," a group of 55 transportation experts brought together by the ITD; have quantified the impact and extent of capital funding shortfalls over the next 20 years. Finally, the mid-horizon may contain prioritized valuable and strategic construction mega-projects (e.g. Connecting Idaho Corridor improvements) for which realistic financial plans have not yet been identified that would allow for further development and construction.

Mid-horizon Locations

Following are locations that are in the LRCIP as mid-horizon locations. In the listing below, improvements have been broken out by the current estimated cost to construct. The cost to complete 11-15 years in the future, assuming an annual inflation of 3 to 5%, would be projected to increase costs for every $1 million of expenditure in today's dollars to $1.4 - $2.1 million.

Mid-horizon Improvements
Estimated Cost to Develop and Construct is Greater than $100 Million

District	Key No	Route	Location	Proposed Improvement
1	10918	US 95	GARWOOD TO SAGLE, BONNER CO, GRANITE STG	RECONSTRUCTION / REALIGNMENT
5	09903	US 30	LAVA HOT SPRINGS TO FISH CR, BANNOCK CO	INTERCHANGE

Mid-horizon Improvements
Estimated Cost to Develop and Construct is $50 - $100 Million

District	Key No	Route	Location	Proposed Improvement
1	10003	US 95	SAGLE TO SANDPOINT	RECONSTRUCTION / REALIGNMENT
1	10919	US 95	GARWOOD TO SAGLE, BONNER CO, COCOLALLA STG	INTERCHANGE
1	10920	US 95	GARWOOD TO SAGLE, BONNER CO, WESTMOND STG	INTERCHANGE
5	09900	US 30	LAVA TO LUND, PH 1	MAJOR WIDENING

Mid-horizon Improvements
Estimated Cost to Develop and Construct is $20 - $50 Million

District	Key No	Route	Location	Proposed Improvement
1	07174	US 95	MP 527 TO MP 536, S OF CANADA	RECONSTRUCTION / REALIGNMENT
4	10917	US 93	TWIN FALLS ALTERNATE RTE, STG 2	RELOCATION
4	09840	SH 75	TIMBER WAY TO ELKHORN, BLAINE CO	MAJOR WIDENING
4	09838	SH 75	BUTTERCUP RD TO ALTURAS DR, BLAINE CO	MAJOR WIDENING

Mid-horizon Improvements
Estimated Cost to Develop and Construct is $10 - $20 Million

District	Key No	Route	Location	Proposed Improvement
1	08920	I 90	POST FALLS ACCESS IMPROVEMENTS	BRIDGE REHABILITATION
1	08063	US 2	DOVER TO SANDPOINT	RECONSTRUCTION / REALIGNMENT
1	05128	SH 5	CHATCOLET TO ROCKY POINT	RECONSTRUCTION / REALIGNMENT
1	09625	I 90	HUETTER RA RECONSTRUCTION	REST AREA IMPROVEMENT
1	08061	I 90	CATALDO BRIDGES	BRIDGE REPLACEMENT
4	09839	SH 75	MCKERCHER BLVD TO BUTTERCUP RD, BLAINE CO	MAJOR WIDENING
5	09225	US 91	SHELLEY NCL TO YORK RD	MAJOR WIDENING
5	08661	I 15	INKOM RA RECONSTRUCTION	REST AREA IMPROVEMENT
5	09901	US 30	BLAZER HWY CROSSING, BANNOCK CO	BRIDGE REPLACEMENT
5	09892	US 30	LAVA TO LUND, PH 2	MAJOR WIDENING

Mid-horizon Improvements
Estimated Cost to Develop and Construct is $5 - $10 Million

District	Key No	Route	Location	Proposed Improvement
1	08927	SH 3	GOOSEHAVEN RD, BENEWAH CO	BASE & RESURFACING
1	08398	US 95	MCARTHUR LAKE, BOUNDARY CO	RECONSTRUCTION / REALIGNMENT
2	10509	SH 162	LONE TREE TO THORN SPRINGS RD, IDAHO CO	MINOR WIDENING AND RESURFACING
3	07051	SH 55	BANKS PASSING LNS, BOISE CO	MINOR WIDENING AND RESURFACING
3	08955	I 84	BLACK CANYON TO SAND HOLLOW	PAVEMENT GRIND & GROVE
3	09497	US 20	BOISE RV, BROADWAY AVE BR, BOISE	BRIDGE REHABILITATION

Mid-horizon Improvements
Estimated Cost to Develop and Construct is $5 - $10 Million (continued)

District	Key No	Route	Location	Proposed Improvement
3	07791	SH 55	NB PASSING LN, GARDENA SOUTH	MAJOR WIDENING
4	08107	I 84	JCT I 84/US 93 IC, STG 2	INTERCHANGE MODIFICATION
4	09273	LOCAL	SNAKE RV BRS EIS, NR TWIN FALLS	PLANNING / TRANSPORTATION STUDY
4	09841	SH 75	ELKHORN RD TO RIVERS ST, BLAINE CO	MAJOR WIDENING
5	06494	US 30	GEORGETOWN ALT RT	NEW ROUTE
5	09631	I 15	MALAD SUMMIT SB RA RECONSTRUCTION	REST AREA
5	07840	I 15	DEVIL CR TO DOWNEY, NB, PH 2	RECONSTRUCTION / REALIGNMENT
5	09547	I 86	CHUBBUCK IC BR	BRIDGE REPLACEMENT
5	07806	I 15	DEVIL CR TO DOWNEY, SB, PH1	RECONSTRUCTION / REALIGNMENT
6	06279	SH 75	E FK SALMON RV BR, CUSTER CO	BRIDGE REPLACEMENT

Mid-horizon Improvements
Estimated Cost to Develop and Construct is Under $5 Million

District	Key No	Route	Location	Proposed Improvement
1	08627	SH 97	BEAUTY BAY HILL, KOOTENAI CO	MINOR WIDENING AND RESURFACING
1	08651	I 90	POST FALLS TO CDA, CORRIDOR STUDY	PLANNING / TRANSPORTATION STUDY
1	10502	I 90	PINEHURST IC #45	INTERCHANGE
2	08474	US 95	CAMAS PRAIRIE REST AREA	REST AREACONSTRUCTION
3	09478	US 95	MANN CR ROCKFALL MITIGATION, WASHINGTON CO	SAFETY IMPROVEMENT
3	08615	SH 55	WETLAND MITIGATION, VALLEY CO	MISCELLANEOUS IMPROVEMENT
4	08362	I 84	DECLO IC	INTERCHANGE
4	09845	I 84	JCT US-93 EB RA REHABILITATION	REST AREA IMPROVEMENT
4	09844	US 20	CAT CREEK RA CONSTRUCTION	REST AREA
5	08119	I 86	AIRPORT IC & W POCATELLO IC	BRIDGE REHABILITATION
5	09552	I 15	SIGNAL UPGRADE, BLACKFOOT	TRAFFIC SIGNAL
5	08446	I 15	INKOM POE	SAFTY/TRAFFIC OPERERATIONS
5	09227	US 30	SODA SPRINGS TO WY ST LN	SAFETY IMPROVEMENT
5	09226	US 91	PRESTON SCL TO JCT I 15	SAFETY IMPROVEMENT
6	10601	US 20	CONCRETE PAVING SECTIONS	RECONSTRUCTION / REALIGNMENT
6	10602	US 26	SWAN VALLEY SLOPE STABILIZATION	RECONSTRUCTION / REALIGNMENT
9	10661	STATE	FS, ITS REGIONAL OPS CENTER FEASIBILITY	SAFETY/TRAFFIC OPERATIONS

FAR-HORIZON

Types of Products

- *Long Range Transportation Plan (MPO and State)*
- *Transportation Vision Updates*
- *Major Modal Expansion*
- *Corridor Plans*

General Discussion

Locations to be considered for improvement in the STIP may also be the result of long range planning efforts that come out of work accomplished in the **Far-horizon**. MPOs update their long range transportation plans at least every five years. Improvements must be included as part of the plan in order to be included in a future STIP. ITD works closely with MPOs as their plans are updated. For instance the COMPASS long range plan, "Communities in Motion" was extended to a regional plan with ITD funding assistance.

Corridor and mode specific plans take a long view of the system and generally assess needs and possible improvements over a 20 year time. Idaho Transportation Board policy B-09-04 and Administrative policy A-09-04, titled *Corridor Planning for Idaho Transportation Systems* adopts a methodology for developing long-range plans for the state transportation system corridors. The policy states that "corridor plans, in addition to the modal plans, provide a basis for updating the Statewide Transportation Improvement Program." It further notes that "through the corridor planning process, the department shall:

- Develop collaborative partnerships;
- Involve local land use, highway jurisdictions, and other stakeholders in the identification of transportation issues and problems;
- Allow stakeholders to articulate specific corridor solutions and resolve major planning issues before project development begins;
- Notify property owners of possible future land use for transportation purposes;
- Reduce project costs in the long term; and
- Increase overall transportation efficiency."

The administrative policy calls for department staff to seek close cooperation with all government agencies, to promote a community-based planning effort, to develop a public involvement program to ensure that all local government agencies, the private sector, and the general public are involved during the corridor planning process, and to provide a forum to resolve planning issues.

These principles are embodied in a Corridor Planning Guidebook, which serves as a practical reference for the ITD District Transportation Planners who develop and manage corridor planning projects in the Districts. The corridor planning program and guidebook were produced and continue to be administered through cooperative working relationships between the Division of Highways and Division of Transportation Planning and Programming at ITD. Furthermore, corridor plans function as a bridge between the statewide Idaho Transportation Vision and the STIP.

It should be noted that although some projects identified in corridor plans can logically be placed in the far-horizon, some projects identified in corridor plans can also be placed in the near- or mid-horizon. This is because corridor plans identify projects or other recommended improvements in time frames that mirror or are closely aligned with the horizon program time frames.

Corridor Plans and Studies

Corridors plans or studies that are completed or currently underway:

District	Year	Key No	Route	Location	Status
1	2000	07039	US 95	NORTH COEUR D' ALENE CORRIDOR STUDY	COMPLETED
1	2004	08307	D1	BRIDGING THE VALLEY RR CONSOLIDATION STUDY	COMPLETED
1	2005	09170	LOCAL	HUETTER RD CORRIDOR STUDY, KOOTENAI CO	IN PROCESS
1	2005	08473	US 95	GARWOOD TO SAGLE DESIGN STUDY	IN PROCESS
1	2007	09770	SH 97	CORRIDOR STUDY	KMPO
1	2008	09779	US 95	GARWOOD TO SAGLE, BONNER CO, ENV STUDY	IN PROCESS
2	2005	08882	US 95	GRANGEVILLE CORRIDOR PLAN	COMPLETED
2	2005	09339	SH 8	SAFETY IMPROVE STUDY LATAH CO	IN PROCESS
2	2006	09802	US12	LEWISTON TO OROFINO CORRIDOR STUDY	JUST BEGINNING
2	2007	09474	US 95	ADAMS CO LN TO GOFF BR, CORRIDOR STUDY	JUST BEGINNING
2	2007	09801	SH 8	MOSCOW TO TROY, CORRIDOR STUDY	JUST BEGINNING
3	1998	07147	I 84	CORRIDOR STUDY	COMPLETED
3	2012	07826	US20	CORRIDOR PRESERVATION, CALDWELL TO BOISE (Study and then RW acquisition thru 2012)	IN PROCESS
3	2012	07827	SH 44	CORRIDOR PRESERVATION; JCT I 84 TO EAGLE (Study and then RW acquisition thru 2012)	IN PROCESS
3	1999	07847	I 84	I 84, IC STUDY, SH 44 TO GARRITY BLVD, CANYON CO	COMPLETED
3	2002	08821	LOCAL	THREE CITIES RV CROSSING ENV STUDY, ADA CO	NEARING COMPLETION
3	2003	09072	SH 55	EAGLE RD TRAFFIC STUDY	COMPLETED
3	2008	09963	SH 16	JCT I 84 TO SH 44, ENV STUDY (began FY 06)	IN PROCESS
3	2005	00688	SH 55	McCALL ALTERNATE ROUTE STUDY	COMPLETED
3	2005	08960	LOCAL	ADA RAIL CORRIDOR FEASIBILITY STUDY	IN PROCESS
3	2005	09349	I 84	TEN MILE ACCESS STUDY, ADA CO	COMPLETED
3	2007	09967	SH 55	MARSING TO NEW MEADOWS, CORRIDOR PLAN	JUST BEGINNING

Corridors plans or studies that are completed or currently underway (continued):

District	Year	Key No	Route	Location	Status
3	2007	09968	US 95	OR LN TO NEW MEADOWS, CORRIDOR PLAN	JUST BEGINNING
3	2007	08630	SH 16	IMPROVEMENT STUDY, ADA & GEM COUNTIES	IN PROCESS
3	2007	09826	TMA	HIGH VOLUME INTERSECTION STUDY	IN PROCESS
3	06-08	10002	I 84	KARCHER IC TO FIVE MILE RD, ENV STUDY	IN PROCESS
3	2008	11252	I 84	SH 44 IC TO KARCHER IC STUDY, CALDWELL	IN PROCESS
4	1998	07158	US 93	SNAKE RIVER XING STUDY	COMPLETED
4	1999	07509	DIST 4	BUHL TO WENDELL CORRIDOR STUDY	COMPLETED
4	2002	08369	SH 74	SE TWIN FALLS ALTERNATE STUDY	COMPLETED
4	2004	03077	SH 75	TIMMERMAN TO KETCHUM STUDY	NEARING COMPLETION
4	2005	07800	US 93	JCT I 84 TO JCT SH 25 STUDY	COMPLETED
5	1999	07494	US 91	CORRIDOR PLAN, UTAH ST LN TO JCT I15	COMPLETED
5	1999	07495	US 30	CORRIDOR PLAN, McCAMMON TO WYO ST LN	COMPLETED
5	2000	07645	I 15	YELLOWSTONE HWY CORRIDOR PLAN, POCATELLO	COMPLETED
5	2000	08115	SH 39	CORRIDOR PLAN, SH 39	COMPLETED
5	2002	08450	US 89	UTAH ST LN TO WYO ST LN	COMPLETED
5	2004	08116	US 91	NORTH CORRIDOR PLAN & ENVIRONMENTAL DOC	IN PROCESS
5	2004	09000	I 15	CHEYENNE O'PASSENVIRONMENTAL STUDY	IN PROCESS
5	2006	08649	SH 34	LOWER VOLUME CORRIDOR PLAN	IN PROCESS
5	2006	09885	SH 39	N PLEASANT VALLEY RD to PINGREE, CORRIDOR PLAN	IN PROCESS
5	2007	09884	I 15	CORRIDOR PLAN	IN PROCESS
5	2007	09364	DIST 5	DIST 5 WILDLIFE COLLISION MITIGATION STUDY	IN PROCESS
6	1998	07159	US 20	CORRIDOR STUDY IDAHO FALLS TO CHESTER	COMPLETED
6	1999	07496	US 26	CORRIDOR PLAN	COMPLETED
6	1999	07600	US 20	CORRIDOR PLAN, PHASE 2	COMPLETED
6	2000	08174	SH 33	CORRIDOR PLAN, SH 33 & TETON CO	COMPLETED
6	2003	08459	US 20	ASHTON TO MONTANA ST LN	COMPLETED
6	2004	08621	US 93/ SH 28	CORRIDOR PLAN	COMPLETED
6	2007	09909	US 20	IDAHO FALLS TO ASHTON, CORRIDOR PLAN	IN PROCESS
9	1998	07499	STATE	STATEWIDE INTELLIGENT TRANSPORTATION SYSTEM STUDY	COMPLETED

The following studies or corridor plans are scheduled in the FY 2008 STIP:

District	Year	Key No	Route	Location	Status
1	2008	09771	SH 53	CORRIDOR STUDY	SCHEDULED
1	2010	10503	SH 3	CORRIDOR PLAN	SCHEDULED
1	2012	11223	US 95	CORRIDOR PLAN	SCHEDULED
2	2008	09800	US 95	GOFF BR TO BENEWAH CO LN, CORRIDOR STUDY	SCHEDULED
1	2009	10516	US 95	CULDESAC CANYON, CORRIDOR PLAN	SCHEDULED
2	2009	10511	DIST 2	LOW VOLUME/NARROW RD STUDY	SCHEDULED
3	2008	09972	US 20	US 20, PARMA TO CALDWELL, CORRIDOR PLAN	SCHEDULED
3	2008	09973	SH 19	WILDER TO CALDWELL, CORRIDOR PLAN	SCHEDULED
3	2008	11008	I 84	CORRIDOR TRAFFIC CONTROL MANAGER	SCHEDULED
3	2009	09969	SH 69	KUNA TO MERIDIAN, CORRIDOR PLAN	SCHEDULED
3	2009	09971	SH 45	JCT SH 78 TO NAMPA, CORRIDOR PLAN	SCHEDULED
3	2010	09970	SH 52	PAYETTE TO HORSESHOE BEND, CORRIDOR PLAN	SCHEDULED
3	2010	09974	SH 21	BOISE TO LOWMAN, CORRIDOR PLAN	SCHEDULED
3	2011	09975	SH 51	NV ST LN TO MTN HOME, CORRIDOR PLAN	SCHEDULED
3	2011	09976	SH 71	OR ST LN TO CAMBRIDGE, CORRIDOR PLAN	SCHEDULED
3	2011	09977	SH 78	MARSING TO HAMMETT, CORRIDOR PLAN	SCHEDULED
6	2008	09910	US 26	IDAHO FALLS TO WY ST LN, CORRIDOR PLAN UPDATE	SCHEDULED
6	2009	09911	SH 33	JCT US 20 TO WY ST LN, CORRIDOR PLAN UPDATE	SCHEDULED
6	2010	09917	BMPO	ALTERNATIVE RTE STUDY IDAHO FALLS	SCHEDULED

Idaho's Transportation Vision and solutions to multi-modal problems are also conceived in the far Horizon. Yet-to-be-determined-criteria will be used to consider which ideas are of the highest priority for investigating in more detail in the mid- or near-horizons.

Far-horizon Locations

Following are locations that will be addressed in the LRCIP as far-horizon locations. In the location listing below, improvements have been broken out by the estimated cost to construct in today's dollars. The cost to complete 16-20 years in the future, assuming a yearly inflation cost of from 3% to 5%, would be projected to increase for every $1 million of expenditure in today's dollars to $1.6 - $2.5 million.

Far-horizon Improvements
Estimated Cost to Develop and Construct is Greater than $100 Million

District	Key No	Route	Location	Proposed Improvement
3	10931	SH 16	I 84 TO FRANKLIN RD, ADA CO	INTERCHANGE

Far-horizon Improvements
Estimated Cost to Develop and Construct is $50 - $100 Million

District	Key No	Route	Location	Proposed Improvement
3	01004	SH 55	SMITHS FERRY TO ROUND VALLEY	RELOCATION
3	10932	SH 16	FRANKLIN IC, ADA CO	INTERCHANGE
3	10937	SH 16	CHINDEN BLVD TO SH 44, ADA CO	BRIDGE REPLACEMENT
3	07824	US 95	SMOKEY BOULDER TO HAZARD CR, ADAMS CO	RECONSTRUCTION / REALIGNMENT

Far-horizon Improvements
Estimated Cost to Develop and Construct is $20 - $50 Million

District	Key No	Route	Location	Proposed Improvement
3	04221	US 95	JCT SH 55 TO HOMEDALE SCL	RECONSTRUCTION / REALIGNMENT
3	10939	I 84	MERIDIAN IC, ADA CO	INTERCHANGE
3	10934	SH 16	USTICK IC, ADA CO	INTERCHANGE
3	10936	SH 16	CHINDEN IC, ADA CO	INTERCHANGE
3	10938	SH 16	SH 44 IC, ADA CO	INTERCHANGE
3	09821	I 84	BROADWAY AVE IC, BOISE	INTERCHANGE MODIFICATION
3	10929	SH 16	OLD FREEZE OUT RD TO SUB-STATION RD, GEM CO	MAJOR WIDENING
3	09822	I 84	GOWEN RD IC, BOISE	INTERCHANGE MODIFICATION
3	10946	I 84	USTICK TO HWY 20/26	INTERCHANGE
3	10941	I 84	NAMPA BLVD IC TO FRANKLIN RD IC, CANYON CO	MAJOR WIDENING
3	10945	I 84	FRANKLIN RD TO USTICK RD, CANYON CO	MAJOR WIDENING
3	09182	SH 55	EAGLE RD INFRASTRUCTURE IMPRS, N PH	TRAFFIC SIGNAL
3	10935	SH 16	USTICK RD TO CHINDEN BLVD, ADA CO	NEW ROUTE

Far-horizon Improvements
Estimated Cost to Develop and Construct is $10 - $20 million

District	Key No	Route	Location	Proposed Improvement
2	00698	US 95	COX'S RANCH TO RIGGINS SCL	RECONSTRUCTION / REALIGNMENT
3	10942	I 84	KARCHER RD TO NAMPA BLVD IC, CANYON CO	MAJOR WIDENING
3	10925	SH 16	DEEP CANYON RD TO N TRUMPET PLACE, ADA CO	MAJOR WIDENING
3	10926	SH 16	N TRUMPET PLACE TO CHAPARRAL RD, ADA CO	MAJOR WIDENING
3	10927	SH 16	CHAPARRAL RD TO MP 7.5, ADA CO	MAJOR WIDENING
3	10928	SH 16	MP 7.5 TO OLD FREEZE OUT RD, ADA & GEM CO	MAJOR WIDENING
3	09517	SH 55	EAGLE RD INFRASTRUCTURE IMPRS	RECONST/REALIGN
3	10943	I 84	MIDDLETON RD TO KARCHER RD, CANYON CO	MAJOR WIDENING
3	10944	I 84	USTICK RD TO MIDDLETON RD, CANYON CO	MAJOR WIDENING
3	10921	SH 16	SH 44 TO FLOATING FEATHER RD, ADA CO	MAJOR WIDENING
3	10922	SH 16	FLOATING FEATHER RD TO BEACON LIGHT RD, ADA C	MAJOR WIDENING
3	10930	SH 16	SUB-STATION RD TO JCT SH 52, GEM CO	MAJOR WIDENING
3	10923	SH 16	BEACON LIGHT RD TO POLLARD LN, ADA CO	MAJOR WIDENING
3	10924	SH 16	POLLARD LN TO DEEP CANYON RD, ADA CO	MAJOR WIDENING
3	08081	SH 55	NB PASSING LN, CASCADE NORTH	MAJOR WIDENING
4	09627	I 84	COTTERELL RA RECONSTRUCTION	REST AREA IMPROVEMENT

Far-horizon Improvements
Estimated Cost to Develop and Construct is less than $10 million

District	Key No	Route	Location	Proposed Improvement
2	03744	US 95	RIGGINS TO GOFF BR	RECONSTRUCTION / REALIGNMENT
2	07721	US 12	KAMIAH TO MP 70	MAJOR WIDENING
2	08533	SH 13	GRANGEVILLE TO TOP OF HARPSTER GRADE	MINOR WIDENING AND RESURFACING
3	07825	I 84	FRANKLIN IC IMPROVEMENTS, NAMPA	INTERCHANGE
3	09518	SH 55	EAGLE RD INFRASTRUCTURE IMPRS, S PH	TRAFFIC SIGNAL
3	07793	SH 55	DONNELLY PASSING LNS	MAJOR WIDENING
3	07792	SH 55	SB PASSING LN, CASCADE SOUTH	MAJOR WIDENING
3	10524	US 20	LOCUST GROVE TO EAGLE RD	MAJOR WIDENING
3	08092	SH 55	N FORK PAYETTE RV BR, CASCADE	BRIDGE REPLACEMENT
3	06978	SH 55	ROUND VALLEY RA, VALLEY CO	REST AREA
3	08793	I 184	WYE IC TO CURTIS RD LANDSCAPING	LANDSCAPING
3	09978	SH 55	MARSING RA CONSTRUCTION	REST AREA
3	07215	SH 55	PAYETTE RV BR, S HORSESHOE BEND	BRIDGE REHABILITATION
3	08794	I 84	WYE TO COLE LANDSCAPING	LANDSCAPING
3	07024	SH 55	ROUND VALLEY PASSING LNS, VALLEY CO	RIGHT-OF-WAY
3	10535	US 95	SNAKE RV BR, HOMEDALE	BRIDGE/APPROACHES
3	09489	US 95	COUNCIL TO TAMARACK PASSING LNS	MAJOR WIDENING
3	08240	SH 51	MP 72 TO MP 75, OWYHEE CO	MINOR WIDENING AND RESURFACING
3	09623	SH 21	LOWMAN RA CONSTRUCTION	REST AREA
3	09624	SH 21	IDAHO CITY RA CONSTRUCTION	REST AREA
3	09482	SH 44	INT GLENWOOD ST, BOISE	RECONSTRUCTION / REALIGNMENT
3	08082	SH 16	FREEZE OUT HILL NB PASSING LNS, GEM CO	PRELIMINARY ENGINEERING
3	09490	SH 78	JCT SH 45, WALTERS FERRY	INTERSECTION IMPROVEMENT
3	09498	US 30	JCT SH 72, PAYETTE CO	INTERSECTION IMPROVEMENT
3	06196	SH 55	KARCHER RD IMPROVEMENT STUDY	PLANNING / TRANSPORTATION STUDY
3	09962	STATE	EMMETT TO MESA STUDY	PLANNING / TRANSPORTATION STUDY
6	10604	US 26	ROCKFALL MITIGATION PALISADES RESERVOIR	SAFETY IMPROVEMENT

SUMMARY

The “Horizons in Transportation” provides a rational, performance oriented means for moving projects into future STIPs. Fiscal constraint and planning thoughtfully for the future will be enhanced by the Horizons planning process. The information presented here lays out how the STIP and Capital Improvement Program are integrated with the LRCIP. Decisions on how limited transportation funding will be spent is never easy, but a process that assures that our current system is preserved while allowing for an objective means to assess the priority of improvement projects will make decisions more objective, transparent and well considered. These are all hallmarks of an effective transportation system.

Attachment A

Feasibility Study

Feasibility Study

itd.idaho.gov- 2280

Key Number	Location	General Description	Route

Beginning Milepost	Ending Milepost	Length in Miles	County	City	District

The project is located on a Connecting Idaho Corridor	The Purpose and Needs was originally identified in a Corridor Plan
☐ Yes ☐ No	☐ Yes ☐ No

Purpose and Needs Report

Project Purpose/Benefits

Mark (xx) the one item that best describes the Primary Reason for Proposing this Project
Mark (+) all Other Relevant Items

____	Maintain/Improve User Operating Conditions	____	Enhance Accessibility for the Disabled/Safety
____	Maintain/Improve Traffic Flow	____	Enhance Pedestrian Safety and/or Capacity
____	Time Savings	____	Enhance Bicycle Safety and/or Capacity
____	Increase Capacity	____	Traffic Composition Enhancement (e.g., Truck Route, HOV Lane, Climbing Lane)
____	Reduce Congestion	____	Visual/Cultural Enhancement (e.g., Landscaping, Historic Preservation)
____	Hazard Reduction/Safety	____	Environmental Enhancement (e.g., Air Quality, Noise Attenuation, Water Quality)
____	Reduce Highway User Operating Costs	____	Economic Prudence (e.g., Repair Less Expensive than Replacement, B/C Ratio)
____	Other, List (e.g., Driver Convenience and Comfort Regarding Rest Area Projects or if the project being recommended already has a concept)		

Describe design elements needed to accomplish the purpose of this proposal as they relate to the current deficiencies.

Proposed Improvements (See ITD 2708 and ITD 1150)

Roadway: _____

Intersections: _____

Drainage: _____

Structures: _____

Railroad Crossings: _____

Traffic Items: _____

Traffic Control: _____

Other Items: _____

Utilities: _____

Environmental (Check any of the following that are likely impacted by the proposal.)

1. Noise Criteria Impacts ☐
2. Change in Access or Access Control ☐
3. Change in Travel Patterns ☐
4. Neighborhood or Service Impacts ☐
5. Economic Disruption ☐
6. Inconsistent W/Local or State Planning ☐
7. Environmental Justice ☐
8. Displacements ☐
9. Section 4(f) Lands-DOT Act 1966 ☐
10. LWCF Recreation Areas/6(f) Lands ☐
11. Section 106-Nat. Historical Preservation Act ☐
12. FAA Airspace Intrusion ☐
13. Visual Impacts ☐
14. Prime Farmland, Parcel Splits ☐
15. Known/Suspected "Hazmat" Risks ☐
16. Wildlife/Fish Resources/Habitat ☐
17. Threatened/Endangered Species ☐
    ☐ Listed ☐ Proposed
18. Air Quality Impacts ☐
19. Inconsistent With Air Quality Plan ☐
    ☐ SIP ☐ TIP
20. Stream Alteration/Encroachment ☐
    ☐ IWDR ☐ F&G ☐ COE (404)
21. Flood Plain Encroachment ☐
    ☐ Longitudinal ☐ Transverse
22. Regulatory Floodway ☐
    ☐ PE Cert. & FEMA Approval ☐ Revision
23. Navigable Waters ☐
    ☐ CG (Sec 9) ☐ COE (Sec 10) ☐ Dept. Lands
24. Wetlands ☐
    ☐ Jurisdictional (404) ☐ Non-Jurisdictional
25. Sole Source Aquifer ☐
    ☐ Exempt Project ☐ Non-Exempt
26. Water Quality, Runoff Impacts ☐
27. NPDES – General Permit ☐
28. Sediment – Erosion Control Plan ☐

Anticipated Environmental Document/Decision ☐ EE/Cat Ex ☐ EA/FONSI ☐ EIS/ROD

Right of Way (See ITD 2839)

Direct Acquisition Costs ..... $ _____
Indirect Acquisition Costs ..... $ _____
Incidentals ..... $ _____
Total $ _____
Number of Parcels Requiring Acquisition _____
Number of Parcels Requiring Relocation _____

Preliminary Project Costs (See ITD 1150)

Development (Planning/Engineering/Environmental) ... $ _____
Construction (CN/CE) ..... $ _____
Utilities ..... $ _____
Right of Way ..... $ _____
Total $ _____

Financial Plan

List possible funding sources/programs
(Preservation, Bridge, Safety, Mobility, Enhancement, CMAQ, etc.) _____

Will total funding be within available District source/program levels? ☐ Yes ☐ No

If no, what additional funding sources are identified? _____

Is any planning funding needed to prepare the project for a five year program? ☐ Yes ☐ No

When could full funding be available?

Recommended Horizon

Near Mid Far

Recommended By:	Environmental & Transportation Planner	Project Development Engineer	District Engineer
Approved By Transportation Planning Administrator	Date	Approved By Chief Engineer	Date